

2009 Transportation Master Plan

Introduction

The 2009 Transportation Master Plan is a subset of the 2009 Bountiful City General Plan, which was initiated by order of the Bountiful City Council in March of 2008. The Master Plan was created by a steering committee composed of representatives from the City Council and Planning Commission, and members of the community at large. It is due to the hard work and commitment of these people that this Plan came to fruition.

Steering Committee Picture

STEERING COMMITTEE CHAIRPERSON

Barbara Holt — Planning Commission

COMMITTEE MEMBERS

Michael Allen — Planning Commission

Danielle Dallas — Citizen

Val Halford — Citizen

Scott Myers — City Council

PROJECT MANAGER

Aric Jensen — Bountiful City Planner

PROJECT STAFF

Joseph Alsop

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Concept and Background

The external transportation of goods, services, and people is crucial to the success of any community, especially a suburban city like Bountiful whose residents enjoy the benefits of living near downtown Salt Lake City. However, it is just as important for a community to have a good internal circulation system so that those same residents can get to local destinations in a quick and convenient manner. Furthermore, there is a symbiotic and inextricable link or relationship between transportation and land use development, i.e., a transportation system without a destination is as doomed to failure as a destination that no one can get to. And the converse is true – a good transportation system and the right kind of development will ensure the ongoing success of both and encourage additional investment in both.

When it comes to transportation in a suburban community, the most widely used form is the automobile. And so the primary focus of this section is on current and future roads – a topic that is familiar to most and therefore requires little introduction. However, a significant portion is also dedicated to the discussion and planning for mass transit and other alternative forms of transportation. One of the reasons being that the emerging generation of Americans, who are more conservation minded and who grew up with the internet, cell phones, and other urban experiences, are less likely to want the “American Dream” of the single family home in the suburbs with the triple car garage. Michial C. Alston, a senior partner at Development Design Group, said in the July 2008 issue of SCT, “Young professionals would prefer to take mass transit, and they would prefer to not have a car. It’s that generation that will continue to apply the pressure on developers.”



Another reason is that retailers and developers are finding that to increase profit, they need to increase access to their sites, and that only having automobile access limits their ability to expand. As Christopher B. Leinberger, professor at the University of Michigan and a visiting fellow at Washington’s Brookings Institution, said in the same issue of SCT, “The past 50 or 60 years have been dominated by the car...we thought it would give us great flexibility, but it has really become a straitjacket.”

One of the defining characteristics of mass transit is that it is a comprehensive system of motorized and non-motorized transportation routes. Users may bike, walk, or drive get to mass transit, and then bike, walk, or take a cab after getting off in order to complete the trip. And so in order to make a transit line such as light rail or commuter rail effective, a community also has to invest in urban trails, park and ride lots, higher density housing, and other transit enhancing improvements.

Analysis

In an effort to understand the importance and roles of the various transportation corridors in the Bountiful region, the Transportation Committee conducted an assessment of existing transportation corridors (Limited access corridors such as I-15 and commuter rail were not included). First the committee members determined whether a corridor functions primarily as an external connector to other cities, as a circulator between residential and non-residential areas, or as a circulator between residential neighborhoods. Next, they determined what corridors were important for business access, for non-motorized travel, and for mass transit. The results are as follows:

External Circulator (commuter corridors, regional connectors, etc)

1. 500 West/Highway 89
2. 500 South
3. 400 North west of Main Street
4. Main Street (North of 400 North)
5. 200 West
6. 2600 South

Community Circulators (move vehicles from residential areas to non-residential areas)

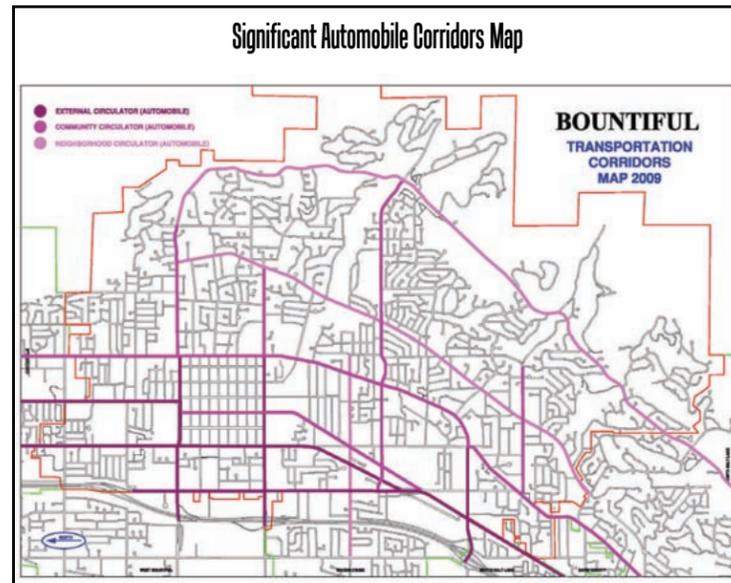
1. Main Street from Slim Olsens to 400 North

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2. Orchard Drive
3. 1800 South
4. 3100 South
5. 400 North east of Main Street

Neighborhood Circulators (intra-neighborhood and local trips)

1. Davis Boulevard
2. Bountiful Boulevard
3. 1500 South



Business Access/Commerce

1. 500 West/Highway 89
2. 500 South
3. 200 West
4. Orchard Dr.

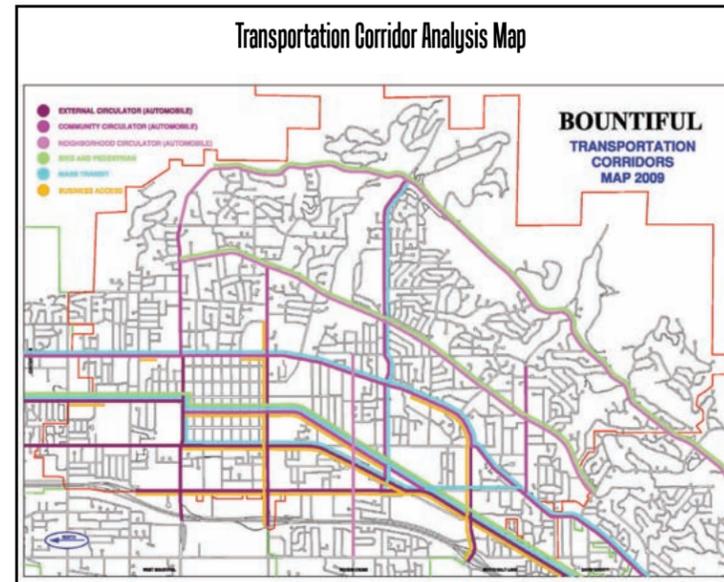
Bike/Pedestrian/Non-motorized:

1. Davis Boulevard
2. Bountiful Boulevard
3. Main Street
4. Highway 89

Mass Transit

1. Highway 89 to Slim Olsen's (from Salt Lake City)
2. Main Street
3. Orchard Drive
4. 200 West
5. 1800 South

One of the most important trends that the Committee identified is that several corridors are doing double or triple duty as primary vehicle, pedestrian, bicycle, and/or transit carriers. At the top of the list was Hwy 89 south of 2600 South, which has been identified as the future corridor of the South Davis Transit Line, in addition to its current duties as a bus route, a bicycle commuter route, a local business access, and an automobile commuter route.



Another key topic discussed was the importance of preserving access to Bountiful businesses, again both internally and externally. One of the major concerns, especially in the 500 South and 500 West area, is that vehicle traffic is getting so heavy that it might discourage people from shopping in that area.

Also, the City is actively trying to increase the number of professional offices and other non-retail businesses because they provide the daytime customers for the retail businesses. A lack of traffic and a variety of transportation options are important marketing tools in capturing this business segment.

Issues, Goals, and Policies

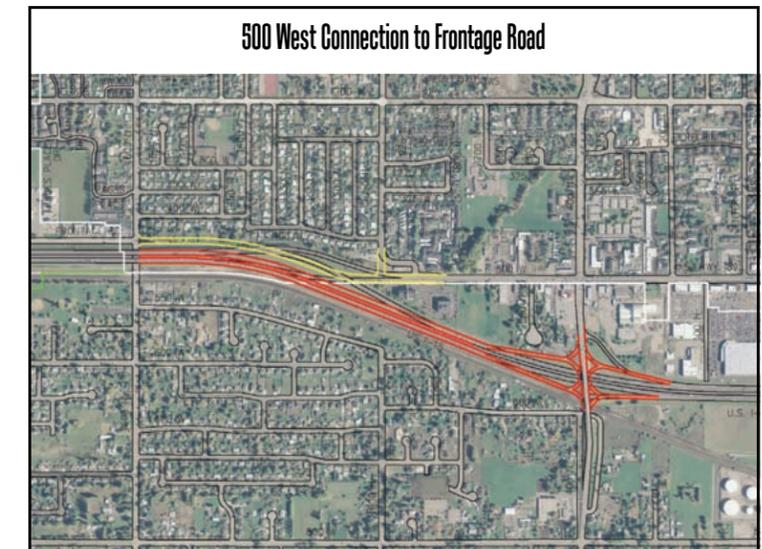
Issue: I-15 and Legacy Highway are the only two multi-lane roads that run between Salt Lake County and northern Davis County.

Goal: Extend 500 West northward to connect with Frontage Road within the next 8 years

Policy: Work with UDOT, the WFRC, and State Representatives over the next two years to create a plan for the northerly extension of 500 West

Issue: In South Davis County, the Hwy 89/500 West corridor has the highest vehicle traffic count of any non-limited access road. However, it is also ranked as the top business corridor and the 4th most important bike/pedestrian corridor. Furthermore, the section from Salt Lake City to Slim Olsens was ranked as the top transit corridor.

Goal: Preserve the Hwy 89/500 West corridor between 2600 South and 900 North for automobile traffic and automobile oriented commercial development.



Policy: Transit with dedicated lanes should not run down Hwy 89/500 West north of 1800 South.

Policy: Work with UDOT to establish and implement a consolidated access plan to preserve traffic flows and encourage cross access between businesses the entire length of Hwy 89/500 West.

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Goal: Make the Hwy 89 Corridor from 1800 South to Salt Lake City a transit, bicycle, and automobile corridor

Policy: Work with UDOT, UTA, WFRC and other South Davis communities to install dedicated transit lanes down the center of Hwy 89 between Salt Lake City and 1800 South.

Policy: When redesigning the Hwy 89 corridor for dedicated transit lanes, include bike lanes on the shoulders of the road.

Issue: The intersection at 500 South and 500 West is near failing. UDOT is in the process of expanding the 500 South corridor between the I-15 interchange and the Legacy Highway interchange, which will increase traffic volumes at the I-15 interchange, which will in turn further exacerbate the problems at 500 S and 500 W. In addition, the existing commuter rail station is located west of I-15 almost immediately adjacent to 500 South, and has already increased vehicle traffic in the area. Lastly, the access to the Bountiful City Landfill has been rerouted down 500 South because of the Legacy Highway.

Goal: Improve traffic flow at 500 South and 500 West within the next 5 years

Policy: Work with UDOT, WFRC and State Reps to create a full service single point urban interchange at 400 North and I-15 to encourage more drivers to use 400 North instead of 500 South.

Policy: Work with UDOT, WFRC and State Reps to improve the 2600 South interchange to encourage more drivers to use that corridor

Policy: Work with UDOT, WFRC and Woods Cross to improve the Hwy 89 corridor between 2600 South and 500 South to encourage more drivers to use 2600 South

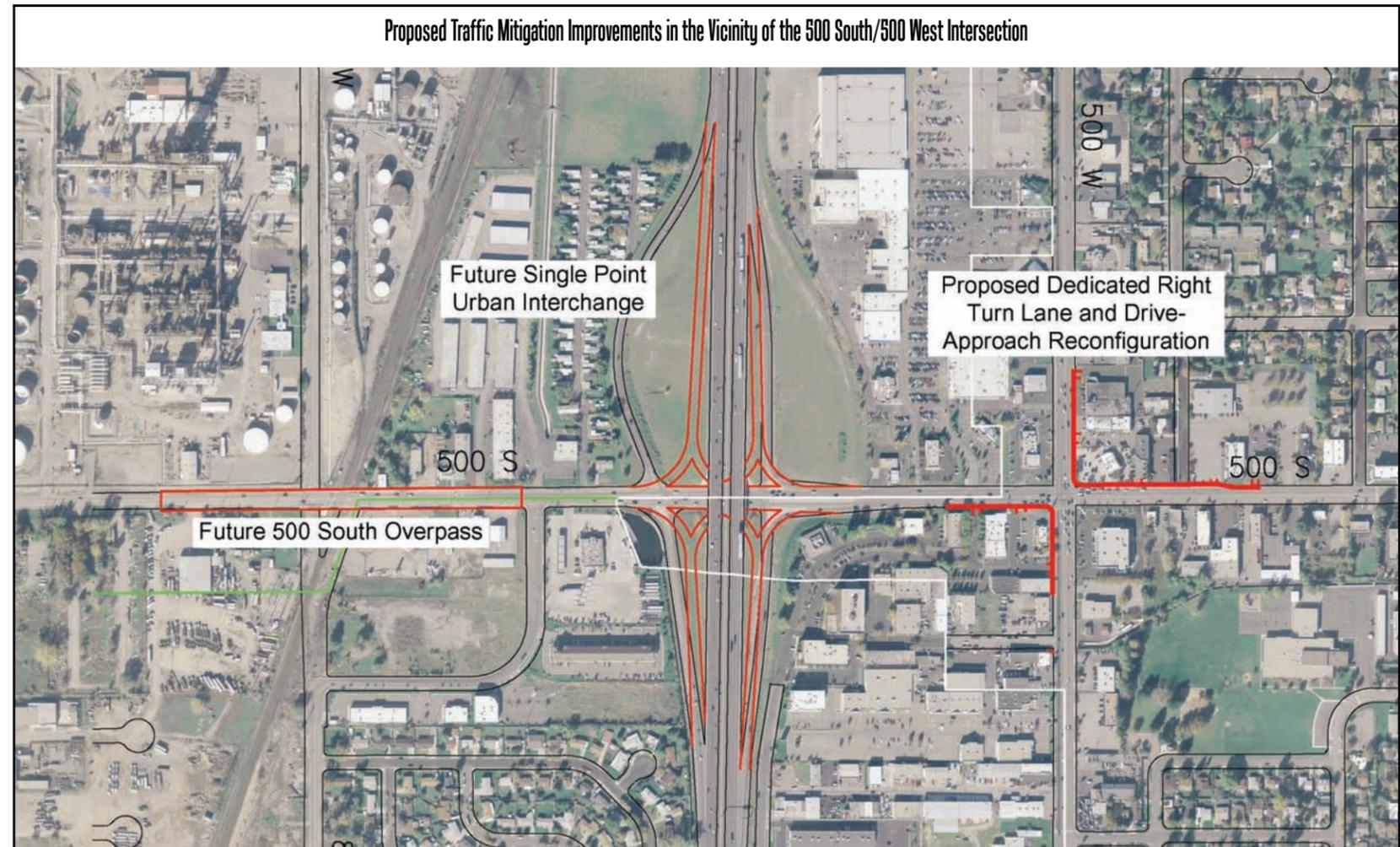
Policy: Work with UDOT, WFRC, State Reps, Woods Cross, and West Bountiful to design and build a full service single point urban interchange at 500 South and I-15 to reduce congestion within the next 5 years

Policy: Work with UDOT, WFRC, State Reps, Woods Cross, and West Bountiful to design and build an overpass crossing the train tracks just west of I-15

Policy: Work with UDOT, local property owners, and the RDA to design and build a dedicated right turn lane

from westbound 500 South to northbound 500 West

Issue: Riverdale Road near Ogden has become so congested that it is difficult and inconvenient for through traffic to use the roadway. Could this happen to the Hwy 89/500 West corridor in Bountiful? This is unlikely because 500 West is essentially a single loaded street. The commercial properties on the east side of 500 West are only a few hundred feet deep and can't support the large scale, big box style retail that has occurred on the west side of the street. As a result, it is reasonable to assume that 500 West will not experience the congestion problems that plague Riverdale Road.



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Issue: Orchard Dr. has been widened to 4 lanes in some areas, which eliminated the parkstrips and created a drive lane immediately adjacent to the curb and gutter. As a result, residents have to put their garbage cans on the sidewalk and snowplows push the snow onto the sidewalk, which makes the sidewalk impassable for pedestrians.

Goal: Create a parkstrip along Orchard Dr. where possible.

Policy: Within the next 5 years, develop and fund a plan to establish parkstrips in areas that currently have traffic lanes immediately adjacent to the sidewalk.

Issue: Bountiful City is built on the side of a hill and east/west roads are steep for bicyclists and pedestrians.

Goal: Establish recreational bike and jogging trails on major north/south corridors such as Davis and Bountiful Boulevards, and in the flatter areas west of 400 East/Orchard Dr., within the next 10 years.

Policy: Assign the Recreation/Trails Committee to create an urban trails plan that could be implemented over the next 10 years.

Issue: The South Davis Transit Committee has identified the 200 West corridor between 1800 South and 400 North for the South Davis Transit line.

Goal: Have a plan in place prior to construction of the South Davis Transit Line for business/property access.

Policy: Obtain general design criteria from UTA and meet with business/property owners over the next 3 years to create access plan in advance of construction.

Issue: The Center Street corridor between 200 West and Main Street has been identified as an important pedestrian link between the proposed South Davis Transit station and Downtown Bountiful, but the

current street improvements are designed for a typical residential neighborhood.

Goal: Develop an enhanced pedestrian corridor along Center Street between 200 West and Main Street.

Policy: Within a year of the completion and acceptance of the South Davis Transit EIS, meet with residents/property owners along the Center St corridor and devise a pedestrian enhance plan.

Issue: Traffic along the Center Street corridor between 200 West and 500 West has increased since the West Bountiful Commons has opened and since the 500 South/500 West intersection has become more congested. However, the Center Street R.O.W. is not designed to accommodate this extra traffic.

Goal: Determine whether the City should: widen Center St to accommodate the additional traffic, actively work to discourage through traffic, or just leave it as-is.

Policy: The City shall review this section of Center St in conjunction with the Center Street pedestrian enhancement plan, to determine the best options for this area.

**Center Street
Corridor Map**

Conclusion